

The Omaha Bee.

Published every morning, except Sunday the only Monday morning daily.

TERMS BY MAIL-- One Year, \$10.00 Three Months, \$3.00 Six Months, 5.00 One Month, 1.00

THE WEEKLY BEE, published every Wednesday.

TERMS POST PAID-- One Year, \$12.00 Three Months, \$3.50 Six Months, 5.00 One Month, 1.00

AMERICAN NEWS COMPANY, Sole Agents or Newsdealers in the United States.

CORRESPONDENCE--All Communications relative to News and Editorial matters should be addressed to the EDITOR OF THE BEE.

BUSINESS LETTERS--All Business Letters and Remittances should be addressed to THE BEE PUBLISHING COMPANY, OMAHA. Drafts, Checks and Post-office Orders to be made payable to the order of the Company.

The BEE PUBLISHING CO., Proprietors. E. ROSEWATER, Editor.

The Waring system of sewerage is wearing well in Omaha.

Just at present Omaha streets are "all torn up" and so are the people who travel on them.

Wit which amuses itself at the expense of nationality and religion is amusing to a very few.

The new three per cent. bonds are being taken up very rapidly in exchange for the 3 1/2's. No nation in the world now enjoys a better financial standing than our own.

The methods adopted by Valentine's strikers in Lincoln county to throttle a free expression of the party through the primaries is in keeping with the course of the whole gang that seeks to force Valentine upon our state for a third term. Such outrages must be repulsed by our congressional and state conventions. Boss rule in Pennsylvania was never more aggravating.

SEVERAL of the senators and representatives who voted to pass the river and harbor bill over the president's veto approve heartily of the sentiments of the veto and express the hope that it will guide future congresses. Such commendation is like that of Artemus Ward's lecture committee who passed a resolution asking him to repeat his performance--in other towns.

COMMENTING upon the star route thieves' purchase of newspapers the Washington Star says: "They bought papers right and left, and when they did not gobble up an entire establishment, they purchased silence." This sentence is respectfully referred to the editors of the Republican and Herald in Omaha who might, if they would, throw some confirmatory evidence upon the subject in connection with the late star route trials in Lincoln.

AND now Minnesota is bragging loudly over her crop prospects. The harvest it is said will be one of the largest and best ever grown in the northwest. The grand total of the wheat crop will not be less than thirty-eight millions of bushels against thirty millions in 1881. Oats far exceed in quality and quantity any previous yield, while the potato crop is simply enormous. The man who takes care of the Kansas statistics had better look after his laurels.

OMAHA'S board of public works seem to be earning their salary and find it necessary to hold almost daily meetings. Dodge and Sixteenth streets are being curbed and guttered, the north and south sewers are under construction and Douglas and Tenth streets will be paved as rapidly as possible. Eternal vigilance is the price of good work in all city contracts and a wide awake board of public works will more than save their salary every year of their existence.

THE present is not the first congress which has protracted its session into the middle of August. The first session of the Forty-fourth congress lasted 254 days, from December 5, 1875, to August 15, 1876. The Thirty-fourth congress continued its first session from December 3, 1855, to August 18, 1856, in all 260 days. The Thirty-third congress continued its first session 246 days, adjourning August 7, 1854. The Thirty-second congress beat all the others before or since, sitting from December 3, 1849, to September 30, 1850, in all 302 days. All other congresses which sat all winter took care to get away from Washington before the dog days.

MR. BLAINE in an address to the republican voters of Maine counsels harmony of action, not only on account of local influences but for the effects upon other states in the coming elections. Mr. Blaine is said to be personally interested in the Maine election as a legislature which is to select a United States senator is to be chosen and the ex-secretary of state will doubtless be a candidate. From Blaine to Frye the descent was a very steep one, and the people of Maine who are almost as devoted to Mr. Blaine as Massachusetts was to Webster and Sumner, are only waiting for the chance to send their favorite back to his old chair in the senate chamber.

MR. VALENTINE'S committee clerk revamps his old challenge to argue the anti-monopoly issue with the editor of THE BEE through the columns of the Republican, and charges that Rosewater refused the challenge when it was last given. Any one who has read THE BEE knows that the challenge was promptly accepted. But as soon as the editor of THE BEE expressed his willingness to meet the question, Val's clerk declined to be considered as a champion of the railroads, or to speak for any one but himself in the discussion which he sought. As the editor of THE BEE is not ac-

CONGRESS AND THE NORTH-PACIFIC

The influence of the railroads has been more strongly felt in the present session of congress than at any time since Tom Scott's Texas Pacific lobby ruled both houses at Washington. In senate and house the committees at the beginning of the session were carefully packed with friends of the corporations. The lobby was well organized, carefully disciplined and amply supplied with funds. With the committees to strangle unfavorable resolutions and push bills in their interest, and with sufficient retainers on the floor of the bodies to provide against any lapse on the part of the committees, the railroads have succeeded in accomplishing nearly every scheme which they have inaugurated, and in stalling every bill introduced counter to their interest.

The land grant roads have been under active discussion, and early in the session the question whether the Northern Pacific railroad had not forfeited their lands under the charter by reason of failure to comply with its conditions was referred to the judiciary committee. On the 6th of January the majority report of the committee, signed by eight of the fifteen members, was presented to congress. The majority reported that the land grant bore no reference to the completion of the road by any specified time and that as the company is now proceeding to complete its line as rapidly as possible, there is no ground for the interference of the government in any respect except to issue certificates of land as the work progresses.

The minority report vigorously disputes the position of the majority in regard to the legal question of the forfeiture of the land. In addition they show how a generous government and people have donated to the Northern Pacific company a great railroad and several millions besides. President Villard's report shows 3,683,955 acres of land sold for \$11,565,466; residue, 39,416,047 acres, \$98,540,117; total, \$110,105,584; cost of 2,400 miles of road, \$93,525,608; surplus, \$16,578,976. After making the company a present of the road, the value of the lands left in its treasury by the government exceeds the enormous sum of sixteen million dollars, upon the official exhibit of the president. The minority of the committee do not accept the figures of President Villard. Upon the data furnished by the government auditor of railroad accounts, the value of the land grant is \$108,750,000; the cost of constructing the road, \$67,466,000; surplus, \$41,284,000. But the minority take the mean between the reports of President Villard and the government auditor, and state the account thus: Value of the land sold and unsold, \$101,105,584; cost of construction, \$80,484,932; surplus, \$20,620,652.

This enormous sum is the neat little plum which is to be divided up among Northern Pacific stockholders after their road is entirely paid for in government lands. The judiciary committee minority are of the opinion that a liberal government has done enough for these meritorious stockholders by constructing their road without making them a present of a colossal fortune to boot.

In the face of such revelations, the Philadelphia Record thinks it is no longer a mystery how enormous fortunes have been made in a few years by manipulating land grant roads.

The original owners of this stock of the Northern Pacific who stood on the "ground floor" have never paid a dollar of their subscriptions, but have received it as a free gift from the government, with lands to the value of thirty millions more. They have a railroad extending across the continent to the Pacific ocean, which cost them nothing, and upon which the people must pay them the highest rates of freight that the traffic will bear. Still worse is the history of the Union Pacific and Central Pacific railroad companies with the Credit Mobilier scandal. In the construction of these railroads Oakes Ames, Hoxie, Durant and their fellow-conspirators robbed the people of their lands and money and the shareholders of their rights. The cost of construction was from \$42,000 to \$96,000 a mile, the enormous profits of which were divided among the plunderers. And, as a result, colossal fortunes--amounting to ten, twenty, thirty and even fifty million dollars--have been accumulated from the land and labor of the people. Some of these days a movement will spring up against railroad monopoly which may become as unjust and unreasoning in its fury as its objects have been dishonest and rapacious in the pursuit of wealth and power.

MR. VALENTINE'S committee clerk revamps his old challenge to argue the anti-monopoly issue with the editor of THE BEE through the columns of the Republican, and charges that Rosewater refused the challenge when it was last given. Any one who has read THE BEE knows that the challenge was promptly accepted. But as soon as the editor of THE BEE expressed his willingness to meet the question, Val's clerk declined to be considered as a champion of the railroads, or to speak for any one but himself in the discussion which he sought. As the editor of THE BEE is not ac-

customed to fight windmills, he promptly declined to furnish gratuitous advertising and space in his paper to a would-be antagonist who represented no one and nothing. Such a discussion would have been profitless. If the Republican wants to post its readers on the railroad side of the question it will have ample opportunity to do so during the coming campaign. It is sustained on corporation paper for just this purpose and in doing so it will only be carrying out the wishes of its Union Pacific masters. It cannot, however, use the circulation of THE BEE for a contest on conditions which would make any discussion a mere waste of time and paper.

THE effect of the Iowa prohibition amendment according to the report of a committee of prohibitionists is not entirely satisfactory. The best legal authorities declare that the amendment is practically inoperative, and will remain so until supplemented by further legislation. The Kansas City Journal says that the prohibitory law does away with the license system, but the report concedes that it does not prevent the manufacture and sale of wine and beer made from fruits grown within the state. The reason for this is that these drinks were not included in the provisions of any law upon the statute book at the time of the passage of the amendment, and that the latter cannot enlarge the scope of any existing statute. Therefore it is affirmed that the statute, which did not declare the manufacture and sale of beer and wine from native fruit a crime, remains in force until repealed by the same body which declared it. The effect of this decision, acknowledged by the prohibitionists themselves, is to render the amendment a nullity for the present. Iowa breweries can go on making Iowa beer from Iowa barley, and Iowa whiskey may be distilled from Iowa corn, and people may drink them both with impunity, so far as the law is concerned. The amendment is only a sort of protective arrangement, by which manufacturers are obliged to purchase their raw material within the state. Hence the anxiety that the governor shall call an extra session to complete the prohibition and provide penalties. Meantime the traffic is practically unrestricted as ever, and will remain so until further action by the executive and the legislature.

A CORRESPONDENT of the St. Louis Republic has been interviewing George Francis Train, who for eight years has been sitting in Madison Square philosophizing on men and things. He said to him: "Train, why do you sit here all the time? The world is passing on and you are making no noise in it. No one cares for you, and all pass you by, save now and then an old friend stops to greet you." He replied, laconically: "I was once in the world before the public. The world did not understand me then! How can they now! Had I needed money I would have given away half of Omaha!"

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ber on business concerning his department shortly before the vote was taken, but so far from saying anything in favor of the vetoed bill he incidentally expressed to several senators his opinion that the bill was a very objectionable measure and the veto cast, by all means, be sustained. The secretary further remarked that he voted against every river and harbor bill that came before the senate while he was a member of that body; that he made speeches against four of them, and that as a matter of fact, he regarded the last bill, as much worse than any of its predecessors.

CONGRESS

SENATE PROCEEDINGS.

WASHINGTON, August 5.--The senate recessed from its amendments to the deficiency bill for mileage for senators for the special session.

Senator Bayard then submitted the joint resolution appropriating \$35,000 for mileage. Passed unanimously. The tax bill was laid aside informally, and Senator Miller of New York spoke on the knut goods bill.

Senator Bayard advocated an amendment to the bill, which he desired to continue in force until general reformation of the tariff could be made, increasing the duty on woolen manufactures from 35 to 40 per cent ad valorem, and fixing the tariff on wools at 25 per cent ad valorem.

Committee amendments were not concurred in. The Bayard amendment was voted down--yeas, 22; nays, 29; a party vote, except that Senator Voorhees voted no with the republicans. Senator Davis, of Illinois, also voted no.

Senator Harris moved to substitute for the bill provision fixing the duty on imported wools at 25 per cent ad valorem. Rejected without discussion--yeas 12, nays 35. All the affirmative votes came from the democratic side.

Senator Bayard desired to have expression of the sense of the senate as to whether the range of tariff duties shall exceed 60 per cent ad valorem. He offered an amendment limiting the duty accordingly upon merchandise described in the bill.

At this point Senator Anthony, from the conference on the bill for the publication of the agricultural report, reported an agreement by which the senate amendment is retained in the bill. This completes the printing of 300,000 copies of the agricultural report. Adopted.

The pending amendment of Senator Bayard was voted down--yeas 20, nays 28. Senators Voorhees, Brown and Voorhees voted no with the republicans.

Senator Vest offered an amendment placing salt, in bulk or in bags, sacks or other packages on the free list. This was rejected, 21 to 26. Senators Mahone and Brown voted no with the republicans.

Senator Vest then offered an amendment providing that duty on fannels and blankets shall not exceed 50 per cent ad valorem. Rejected, 21 to 26. The vote was identical with the preceding.

In closing amendments the republican side refrained from debates in order to facilitate passage of the measure and steadily voted against any change which would necessitate return of the measure to the house. The bill finally passed without any amendment and as it came from the house; yeas 36, nays 15.

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specifically recommend Shipherd be discharged and his examination be proceeded with no further.

The secretary states the only persons alleged to be American citizens still in prison in Ireland are O'Mahony, McSweeney, Slattery and Grannen; that McSweeney and Slattery produced regular certificates of naturalization and Grannen established his claim to American birth and O'Mahony was irregularly naturalized on the ground of services in the navy. The report further states that it appears by a note from Minister Lowell that the majority of the government does not entertain at present any intention of bringing these persons to trial, but it offered them a discharge on condition that they leave Ireland for America, which was refused. Lowell has again been instructed to urge a speedy trial.

At the evening session Mr. Calkins submitted a conference report on the bill to relieve certain soldiers of the late war from the charges of desertion. Agreed to. The bill as agreed to extends provisions, to technical deserters who served more than six months in the army.

Mr. Hiseck presented a conference report upon the sundry civil appropriation bill. He stated simply that the senate amendments had been reduced by the conference committee to \$958,000. After debate the conference report was agreed to. And thus the last general appropriation bill was disposed of by the house.

After several recesses during the evening the house at 12:30 a. m. took a further recess until Monday at 10 o'clock.

TELEGRAPH NOTES

The steamship Avondale from Charleston for London, reported ashore at Isaac's harbor, Halifax.

Estimates place the wheat yield of Dakota at 60,000,000; Minnesota, 38,000,000; highest yield per acre, 24 bushels.

The score at the close of the walking match in Boston, Saturday night, was Hart 57, Norenac 65, Harriman 50, Campna 260.

The corporation counsel of New York declares that a contest such as the recent glove fight between Sullivan and Wilson, is a prize fight within the meaning of the law, and the police have ample power to prevent any exhibition and to arrest all parties concerned, both principals and spectators.

Ex-United States Deputy Marshal T. G. Hewlett, shot and killed Sandy Ryan (colored), the most prominent leader of the republicans in Madison county, Ala., at the independent rally at Huntsville, Saturday. A mob of negroes congregated, shouting, "Kill Hewlett," but they were pacified with great difficulty. Hewlett fled.

John Ward and John Brooks fought with soft gloves at Milwaukee Saturday afternoon for \$200 a side. The fight was won by Ward in the third round, Brooks being knocked down in the corner and falling to come to time. The affair after the first round was all one-sided, Brooks was so exhausted as to render his case hopeless, and it required considerable urging on the part of his second to induce him to continue to fight. Frank Mahon, champion collar and elbow wrestler, acted as referee.

The American ship "heebold," which left Philadelphia December 16, 1881, with a miscellaneous cargo for San Francisco, and which was supposed to have been lost, no tidings having been received of her since January last, has, according to a letter received in that city from the ship's mate, Anders, arrived at Callao, Peru, 205 days out. The vessel was short of provisions, having encountered heavy weather during the voyage, particularly off Cape Horn. All are well. The cargo is in good condition. The ship and cargo had been insured in Boston offices for \$100,000.

Colorado Floods. Special Dispatch to THE BEE.

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each way, and Mr. Stebbins is trying to induce the roads and the Missouri to make a similar reduction. Mr. Stebbins says this reunion will be one of the most memorable ever held. Congress authorized the secretary of war to loan the association several hundred of army tents. President Arthur, Gen. Grant, Gen. Logan and a number of others equally notable have promised to be present.

Texas Railroad Regulation. Special Dispatch to THE BEE.

LITTLE ROCK, August 5.--A special Dallas, Texas, dispatch says that the 3 cents per mile law went into effect on August 4th throughout Texas. If roads charge a cent or a fraction thereof above 3 cents per mile, they are subject to a fine of \$50 for such offense.

Government Anxiety. Special Dispatch to THE BEE.

LOUISVILE, August 5.--A confidential circular has been addressed to county inspectors throughout Ireland, requesting them to report whether any large number of persons are arranging to visit Dublin on the occasion of the opening of the exhibition and the unveiling of the O'Connell statue, and whether the leading land leaguers or Fenian suspects are expected to be present.

A Monument to John Brown. Special Dispatch to THE BEE.

CHICAGO, August 5.--Arrangements for a mass meeting in this city to promote a fund for the erection of a monument in honor of the memory of John Brown are rapidly approaching completion. It is probable that a large number of distinguished gentlemen from other parts of the country will be present. Yesterday the president of the committee of arrangements received the following letter from the daughter of John Brown, which gives assurance that the widow of the hero will be in the city on the 23rd to grace the meeting.

SARAH BROWN. Very respectfully yours, SARAH BROWN.

Base Ball. Special Dispatches to THE BEE.

WORCESTER, August 5.--Worcester 9, Detroit 5.

PROVIDENCE, August 5.--Cleveland 2, Providence 1.

BOSTON, August 5.--Chicago 12, Boston 2.

A Fatal Fire. Special Dispatch to THE BEE.

PITTSBURGH, August 6.--At 3 o'clock this morning a fire broke out in McKelroy Bros' carriage factory on Diamond street. Twenty-five firemen entered the burning building. Ten of their number ascended to the second story, and had barely reached there when the side, floor and wall gave way, precipitating them to the basement floor. All were more or less injured, four of them fatally. The remaining 15 were on the ground floor, and managed to escape unhurt. Loss on building and stock, \$25,000, partially insured.

\$200.00 REWARD! Will be paid for the detection and conviction of any person selling or dealing in any bogus, counterfeit or imitation HOR BITTERS, especially Bitters or preparations with the word Hor or Hore in their name or connected therewith, that is intended to mislead and cheat the public, or any preparation put in any form, pretending to be the same as HOR BITTERS. The genuine have a cluster of GREEN HORNS (notice this) printed on the white label, and are the purest and best medicine on earth, especially for Kidney, Liver and Nervous Diseases. Beware of all others, and of all pretended formulas or recipes of HOR BITTERS published in papers or for sale, as they are frauds and swindles. Whoever deals in any but the genuine will be prosecuted.

HOP BITTERS MFG. CO., jy22-1m Rochester, N. Y.

KIDNEY-WORT IS A SURE CURE for all diseases of the Kidneys and LIVER. It has specific action on the most important organ, enabling it to throw off scum and impurities, stimulating the healthy secretion of the bile, and keeping the bowels in free condition, effecting its regular discharge.

Malaria. If you are suffering from malaria, have the chills, are bilious, dyspeptic, or constipated, Kidney-Wort will surely relieve a quickly cure. In this season to cleanse the system, every one should take a thorough course of it. SOLD BY DRUGGISTS. Price \$1.

KIDNEY-WORT. THE BEST AND ONLY ABSOLUTELY SAFE STOVE IN THE WORLD. Every housekeeper feels the want of something that will cook the daily food and avoid the excessive heat, dust, litter and ashes of a coal or wood stove. THE MONITOR OIL STOVE WILL DO IT, better, quicker and cheaper than any other means. It is the ONLY OIL STOVE made with the OIL RESERVOIR ELEVATED AT the back of the stove, away from the heat; by which arrangement ABSOLUTE SAFETY is secured; as no gas can be generated, fully twenty per cent more heat is obtained, thus saving the trouble of constant trimming and the expense of new ones. EXAMINE THE MONITOR and you will buy no other.

Manufactured only by the Monitor Oil Stove Co. Cleveland O. Send for descriptive circular or call on M. Rogers & Son, agents for Nebraska.

LAKE FOREST UNIVERSITY. COLLEGE--Three courses; open to both sexes. ACADE--Classical and English gives the best of training for college or business. THE HALL--Residence for Young Ladies. Unrivalled in beauty and healthfulness of situation, and in extent of advantages offered and thoroughness of training. On Lake Michigan. Year begins September 15, 1882. Apply to PRES. GREGORY, Lake Forest, Ill. j11-042a

NEBRASKA NATIONAL BANK of Omaha. Has purchased of the Collins safe Manufacturing Co., of Providence, R. I., a safe which is guaranteed in writing to be "absolutely burglar proof" for a period of thirty years, and is undisturbed attack with the use of such tools and appliances as a burglar can employ, and is protected by unconditional warranty. This bank desires a thorough test made upon this safe, and in case of failure to stand it the bank will be at liberty to purchase any other safe and may return this to the manufacturers.

Any party is at liberty to undertake the attack which will furnish satisfactory bond to pay all damage to the safe, in case it is not entered in the stipulated time. The Collins Company agree in writing to deposit with this bank the sum of \$2,000.00 upon the signing of an agreement above--the said sum to be placed within the safe and to be forfeited to the party operating in its forcible opening and the contract rendered null and void.

THE GRAND Army Reunion. Special Dispatch to THE BEE.

CHICAGO, August 5.--Mr. C. S. Stebbins is in the city to perfect arrangements with connections of the Union Pacific for reduced rates to the reunion in the Grand Island of the Republic at Grand Island, Neb., August 28th to September 2d. The rate in Nebraska on the Union Pacific will be one and one-half cents per mile

THE McCALLUM WAGON BOX RACKS.

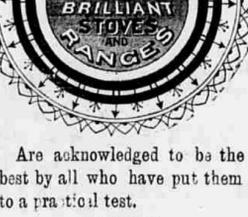
WEIGHT ONLY 100 LBS. WARRANTED TO BEAR 4000 LBS. 7 FT. WIDE. FITS ANY WAGON BOX. Can Be Handled By a Boy. The box need never be taken off the wagon and all the better.

Grain and Grass Seed is Saved. It costs less than the old style racks. Every standard wagon is sold with our rack complete. BUY NONE WITHOUT IT. Or buy the attachments and apply them to your old wagon box. For sale in Nebraska by J. C. Clark, Lincoln.

MANNING & HESS, OMAHA. FRED T. HORN, Grand Island. HIGGOTT & GIBBS, Hastings. CHARLES SCHROEDER, Columbus. FRANKLIN & FINE, Red Cloud. G. H. CLARK & CO., Red Oak, Iowa. L. W. ROSEWATER, Glenwood, Iowa. And every first class dealer in the west. Ask them for descriptive circular or send direct to us.

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100,000 TIMKEN-SPRING VEHICLES NOW IN USE. They surpass all others for easy riding, style and durability. They are for sale by all Leading Carriage Builders and Dealers throughout the country. SPRINGS, GEARS & BODIES. For sale by Henry Timken, Patentee and Builder of Fine Carriages, ST. LOUIS, - - MO. j1-6m



Are acknowledged to be the best by all who have put them to a practical test. ADAPTED TO HEAVY & SOFT COAL, COKE OR WOOD. MANUFACTURED BY BUCK'S STOVE CO., SAINT LOUIS. Piery & Bradford, SOLE AGENTS FOR OMAHA.



THE MONITOR OIL STOVE Improved for 1882. THE BEST AND ONLY ABSOLUTELY SAFE STOVE IN THE WORLD. Every housekeeper feels the want of something that will cook the daily food and avoid the excessive heat, dust, litter and ashes of a coal or wood stove. THE MONITOR OIL STOVE WILL DO IT, better, quicker and cheaper than any other means. It is the ONLY OIL STOVE made with the OIL RESERVOIR ELEVATED AT the back of the stove, away from the heat; by which arrangement ABSOLUTE SAFETY is secured; as no gas can be generated, fully twenty per cent more heat is obtained, thus saving the trouble of constant trimming and the expense of new ones. EXAMINE THE MONITOR and you will buy no other.

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